

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated October 20, 2005, claims 1-30 are pending in the application. Applicants respectfully request the Examiner to reconsider the rejections.

The specification stands objected to for failing to provide proper antecedent basis for the claimed subject matter.

Claims 15 and 27 have been amended to refer to a solenoid locking mechanism consistent with reference numeral 202 in Fig. 16 and the detailed description.

Claims 4-10, 13-16, 23-26, 29, and 30 stand rejected under 35 U.S.C. §112, second paragraph.

Applicants have amended these claims above and these amendments are believed to overcome this rejection.

Claims 1, 2, 4-9, 11, 12, 15, 17-21, 27, 29, and 30 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* (6, 612, 394) in view of *Fukushima* (4,903,983).

Claim is directed to a method of controlling an automotive vehicle having a controllable suspension component that includes applying brake-steer and articulating at least one wheel coupled to the controllable suspension component to provide a third turning radius of the vehicle less than the second turning radius. Applicants respectfully submit that neither the *Fukushima* reference nor the *Wessman* reference teach or suggest articulating a suspension component to reduce the turning radius of the vehicle. This is illustrated in Figs. 16 and 17 of the present application. The articulating movement is illustrated by the arrows 204. The *Fukushima* reference merely provides changes to the damper to adjust the center of gravity of the vehicle and not to articulate at least one wheel. While the suspension appears to be moved in a vertical direction, in the *Fukushima* reference no articulating of at least one wheel is provided.

Claim 17 recites that the controllable suspension component is actuated in response to the control signal and reduces the turning radius of the vehicle in response to the suspension control signal. The suspension control signal is generated in response to a brake-steer condition. While the *Wessman* reference teaches a vehicle with a suspension (all vehicles have suspensions), no teaching or suggestion is provided in the *Wessman* reference for a suspension that is controlled to reduce the turning radius of the vehicle in response to brake-steer. The *Fukushima* reference also does not teach or suggest brake-steer and does not teach generating a suspension control signal in response to the brake-steer condition. Therefore, neither of these two references teach or suggest the combination set forth in Claim 17.

Likewise, Claims 2, 4-9, 11, 12, 15, 18-21, 27, 29, and 30 are dependent upon allowable independent claims and are thus believed to be allowable for the same reasons set forth above.

Claims 3 and 23 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Ritz* (6,588,858). Applicants respectfully traverse. The *Fukushima* and the *Wessman* references have several deficiencies set forth above in the arguments of Claims 1 and 17.

Claim 3 recites a drive torque to a wheel relative to another wheel. While changing drive torque is illustrated in the *Ritz* reference, no teaching or suggestion is provided for the missing elements of controlling a suspension component. Therefore, Applicants respectfully request the Examiner to reconsider the rejection of Claims 3 and 23.

Claims 10 and 22 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Krueger* (6,481,806).

Claims 10 and 22 recite determining a parking mode in response to a driver actuated switch. The Examiner states, "Krueger teaches the use of a pedal brake switch 82 to sense a brake signal during a brake application." However, Claim 10 recites detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch. No teaching or suggestion is provided for this in the *Krueger* reference.

Claims 13 and 24 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Nordstrom* (4,227,716). Although the *Nordstrom* reference teaches a Hotchkiss suspension, no teaching or suggestion is provided for articulating a Hotchkiss suspension in response to brake-steer. Therefore, Applicants respectfully request the Examiner to reconsider this rejection as well.

Claims 14, 25 and 26 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Lee* (5,560,640).

Although the reference cites a controllable bushing, no teaching or suggestion is provided for using a controllable bushing to reduce the turning radius of the vehicle in response to brake-steer. Therefore, the *Lee* reference does not teach the elements missing from the base claims and therefore Applicants respectfully request the Examiner to reconsider the rejection of Claims 14, 25 and 26.

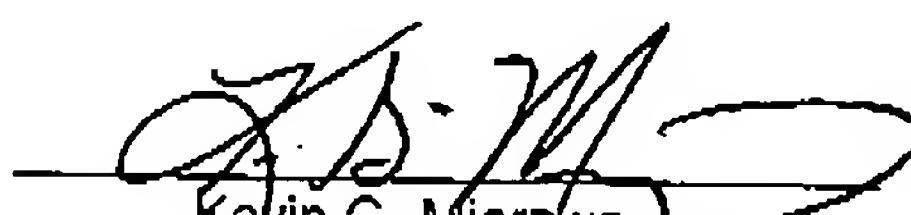
Claims 16 and 28 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Fukushima* in further view of *Kring* (5,549,319).

The *Kring* reference also does not teach or suggest the elements missing from the base claims and therefore, Applicants respectfully request the Examiner to reconsider the rejection of Claims 16 and 28.

In light of the above amendments and remarks, Applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any

further questions or comments please contact the undersigned. Please charge any fees required in the filing of this amendment to deposit account 06-1510.

Respectfully submitted,



Kevin G. Mierzwa  
Reg. No. 38,049  
28333 Telegraph Road  
Suite 250  
Southfield, MI 48034  
(248) 223-9500

Date: 1/19/06